

Cover Sheet

Overview

This is a chapter from the fourth edition of the e-book “**In Search of the Turkey Foot Road: Unraveling the mystery, charting new history, plotting the route**” (2014). To access other chapters, see the [online table of contents](#).

As described on pages 3 to 6 of [Addendum A](#), the fourth edition mistakenly claims that a dashed line route on the 1755 Fry and Jefferson map is an antecedent to the Turkey Foot Road. Shortly after publication, I realized that the dashed lines actually represent Christopher Gist’s second Ohio Company Tour. If that or another known mistake affects this or another chapter of the book, the relevant text will be highlighted in yellow, and the mistake will be briefly described in a comment that is accessible via a clickable comment icon.

In this and other chapters of the book, any supplemental information will be provided via clickable comment icons, inserted yellow sheets, or other readily identifiable means.

L. Dietle

August 23, 2026

35. Other nearby Turkey Foot Roads

Other roads called the Turkey Foot Road

There were other Turkey Foot Roads, in addition to the one that ran from Cumberland to [Mount Pleasant](#). Veech touched on this subject in his book as follows:

The “Turkey Foot settlement” is one of the oldest west of the mountains. Hence roads to and through it were established very early; and every such road came to be called a “Turkey Foot road.” Indeed, most of the early roads took the names of the localities to or through which they passed...

One such road connected Bedford to Turkeyfoot via Somerset, and another connected Bedford to Turkeyfoot via Berlin. A road from Turkeyfoot continued on to Uniontown. This chapter provides a cursory, non-authoritative, and admittedly jumbled look at these routes, based on materials that were encountered while researching the Turkey Foot Road that ran from Wills Creek to [Mount Pleasant](#). The purpose of this chapter is to help readers distinguish between these routes and the Wills Creek to [Mount Pleasant](#) route that is the focus of this book. These other roads to Turkeyfoot would make a rich topic for further investigation by someone more closely connected with the areas they pass through.

Veech describes a route from Bedford to Uniontown via Turkeyfoot

Veech’s book, which was written circa 1858 but not widely published until 1892, states:

Simultaneous with Braddock’s march across the mountains, in June, 1755, an army road was being made by the colony of Pennsylvania, under the superintendence of Col. James Burd and others, from Shippensburg, by Raystown (Bedford,) to the Turkey Foot; thence to intersect Braddock’s road at some convenient point. Probably the Great Crossings (Somerfield.). Its purpose was to transport supplies to Braddock’s army. It was opened, at great cost and labor, as far as the top of Allegheny mountain, within about eighteen miles of Turkey Foot; when the battle of Turtle creek having occurred, the laborers were alarmed and driven off by the French and Indians to Fort Cumberland. Thereupon the road was forsaken, until some years after Forbes captured Fort Du Quesne, when its opening was resumed and completed. It was called the Turkey Foot or Smith’s road. It crossed the three rivers at Turkey Foot, and passed a little south of Sugar Loaf mountain by Dunbar’s Camp to Uniontown. It crosses Redstone where the National road now crosses it, and passing just north of the Methodist Graveyard, it fell into the route of the turnpike again, near Jennings’ run; thence by the old Brownsville road to its junction with Burd’s road, near Jackson’s church, from which the two became identical.

Unfortunately, Veech provides no clues regarding the route across Somerset County. The location of Sugar Loaf Mountain is shown on [Figure 0820](#). The mountain is now known as Sugar Loaf Knob ([Figure 0899](#)), and the peak is located at Latitude 39.831098°, Longitude -79.46557°, 6.3 miles west of Confluence, along the present-day Sugar Loaf Road. The warrant township map of Henry Clay Township, Fayette County ([Figure 0819](#)) shows a small portion of the “Old Turkey Foot Road” on

the 1835 survey of Thomas Odear. That property (Book C-162, Page 104) is described as “*Situate on the Old Turkeyfoot Road near the Sugar loaf Mountain...*” The adjacent survey of Thomas Bell (Book C-20, Page 61) does not mention the route.

A historical marker ([Figure 0935](#)) commemorating the location of Dunbar’s Camp⁷⁴⁴ is located at Latitude 39.882367°, Longitude -79.646217°, at the intersection of Jumonville Road and Old Braddock Road in Jumonville. This is 13 miles west-northwest of Sugar Loaf Knob by present-day roads.

Veech also prepared information for the 1872 “**Atlas of the County of Fayette and the State of Pennsylvania**”, stating:

While Braddock was on his slow march in 1755, a Road was being made, on which to carry supplies by Pennsylvania, from near Shippensburg, designed to join Braddock at Turkey Foot [now barbarously ycleped Confluence!] or where he would cross the Yough, near that point. It was called Smith’s Road, from William Smith, one of its Commissioners, and Col. James Smith, then a lad, who was taken prisoner on it. The Defeat arrested it on the Allegheny Mountain. It was afterwards completed to the Great Rock, and became known as the Turkey Foot Road. Most of it long since effaced and supplied (sic).⁷⁴⁵

Additional information on Burd’s 1755 construction activities is included in Chapter 36 herein. Veech’s reference to “*the Great Rock*” (Half King’s Rock) is very confusing because Braddock’s road ran between Half King’s Rock and Dunbar’s camp, and the historical markers for Half King’s Rock and Washington’s spring are 1.6 miles south of the historical marker for Dunbar’s camp. Veech’s 1872 comment may be a mistake, because in his circa 1858 book, he writes that Smith’s and Braddock’s roads crossed at Dunbar’s camp:

The locality of Jumonville’s hiding place, the Half-king’s camp, the Great Rock, and Washington’s spring, in reference to Dunbar’s camp, have been heretofore noticed. The Turkey Foot, or “Smith’s road,” from Bedford, crossed Braddock’s, or Nemacolin’s road just at this camp. Both are yet plainly visible; and the remains of an old stone chimney near this cross-roads indicate the site of an ancient tavern, (k) where many a pioneer halted, and many an old emigrant and settler took his “ease in mine inn.” It is now a lonely spot.

Veech’s footnote k clarifies that the above statement is about Dunbar’s camp, rather than Half King’s camp at the Great Rock:

(k) This must not be confounded with Fossit’s, afterwards Black’s, “Hotel,” which was further south, near the Great Rock and Washington’s spring, where sundry old roads united.

An 1882 book describes a road to Dunbar’s Camp via Sloan’s Ford

The 1882 book “**History of Fayette County, Pennsylvania**” by Franklin Ellis has scattered references to a Turkey Foot Road that passed by Dunbar’s Camp. In a section about Henry Clay Township, page 608 of Ellis’ book states:

⁷⁴⁴ During the French and Indian War, Colonel Dunbar’s troops followed General Braddock’s troops with the supply train. “*Dunbar’s Camp*” is the location of Dunbar’s last encampment of the march, where he encountered Braddock’s retreating army. After destroying the supplies, Dunbar retreated to Fort Cumberland.

⁷⁴⁵ Veech probably intended the word “*supplied*” to be “*supplanted*”. The word “*supplied*” is most likely a typographical error committed as a typesetter was laboriously setting a handwritten draft into type.

The old roads in the township were: 1st, Braddock's; 2d, Turkey Foot Road, from Confluence by Sloan's Ford, past Liberty Church, past Potter's Mill, to Dunbar's Camp...

In a section about Wharton Township roads, page 833, the same book relates:

The next was the Turkey Foot Road, coming past where Robert Dalzell (the father of Private Dazell, of political fame) lives, and intersecting Braddock's road at Dunbar's Camp.

The route in Fayette County is shown schematically by an 1832 map included in the 1882 book ([Figure 0818](#)). The location of the Robert Dalzell residence is identified on the Wharton Township map from the 1872 “**Atlas of the County of Fayette and the State of Pennsylvania**” ([Figure 0985](#)). As a very rough estimate, Dalzell's residence was located along the present-day Chalk Hill-Ohiopyle Road in the general vicinity of Latitude 39.854592°, Longitude -79.582257°.

Locating Sloan's ford

A 368-acre tract along the Youghiogheny River that was owned by John Sloan is shown on the warrant township map of Henry Clay Township, Fayette County ([Figure 0819](#)). Although the warrant map is confusing, Sloan's 368-acre property also included the land identified as belonging to Henry Abram, Junior. This is proven by Abram's 368-acre survey (Book C-5, Page 154), which includes the Sloan property that is shown on the warrant map, and extends to the river. The warrant register of Fayette County identifies Abram as the warrantee, and Sloan as the patentee. The Abram survey does not show the fording site. Nevertheless, the fording site can be located with relative precision by comparing the streams on Figures 0818 and 0819. The ford was located just north of Hen Run, which is labeled on [Figure 0820](#). A 1939 aerial photo ([Figure 0821](#)) shows a shallow fording site in the correct area north of Hen Run. The fording site crossed the river approximately at Latitude 39.805334°, Longitude -79.364794°, about 325 feet south of the present-day Route 281 bridge. [Figure 0923](#) shows the deeply sunken roadbed on the western bank of the Youghiogheny River, and [Figure 0998](#) shows the fording site and the old roadbed on the eastern bank. [Figure 0924](#) shows the river and a small island at the fording site.

Page 607 of Ellis' 1882 book states:

John Sloan was the ancestor of the Sloans, Sloan's Ford being named after him. He came from Ireland about 1787, then disposed of his property to Sebastian Tissue, and removed with his family to Maryland, where he died.

Page 606 of Ellis' 1882 book states:

At Sloan's Ford an Indian trail⁷⁴⁶ crossed the river, and on land of Charles Tissue, on a beautiful knoll, was a stone pile or Indian grave. Mr. Tissue opened it and found a very large skull, apparently that of an Indian. The body had been laid down on the ground and stones set up edgewise along each side of the body, and then flat stones laid over them, and then about a wagon-load of stones gathered and laid over them.

Charles Tissue, born in 1823, was the son of Sebastian Tissue, and is said to have owned the farm at Sloan's ford. The Indian path tradition connected to Sloan's ford may tie to the fording site to the path shown on the Fry and Jefferson map ([Figure 0009](#)), even though the map shows the fording site directly at Turkeyfoot. This may suggest that the route west of Turkeyfoot on the Fry and Jefferson

⁷⁴⁶ The “*Catawba Path, South*” map in Wallace's 1965 book “**Indian Paths of Pennsylvania**” illustrates an unnamed path in the vicinity of Sloan's ford continuing west to Half King's Rock, Uniontown, and beyond.

map **could be the antecedent to the Turkey Foot Road across Henry Clay Township.** It would make sense for such a path to ford the Youghiogheny River above the forks, before the Youghiogheny River receives the waters of the Casselman River and Laurel Hill Creek.

Crossing Meadow Run

Pennsylvania's 1836 "**First Annual Report of the State Geologist**" describes the Turkey Foot Road crossing a branch of Meadow Run on the next basin over from the one defined by Negro Mountain and Laurel Hill.

The passage, which is harmonious with a route going to Dunbar's camp, reads:

South of the Youghiogheny in this basin, this ore has not yet been minutely traced by us, but of its existence we have had evidence in the bog ore deposits in the springs. These are seen on the other side of the mountain, at the crossing of the Turkey Foot road over a branch of Meadow run, which descends into the basin next west.

Meadow Run is nearly due west of Confluence, and starts near the crest of Laurel Hill, as shown by a 1922 topographical map ([Figure 0820](#)). A Meadow Run crossing is shown at the large "T" at the left-hand edge of the 1826 map of [Figure 0642](#). A Great Meadow Run crossing is shown on the 1832 map ([Figure 0818](#)) that is included in Ellis' 1882 book. Great Meadow Run is identified as Beaver Creek on a portion of the topographical map that is not included in Figure 0820. Page 251 of Ellis' book mentions an 1855 bridge "*Over Meadow Run, 'where Turkeyfoot road crosses said road (sic), in township of Wharton.*"

Reuben Thorpe's public house along the Turkey Foot Road

In a section on Stewart Township, page 755 of Ellis' 1882 book states: "*In the southern part of the township, on the present Harvey Morris farm, David Askins settled after the close of the Revolution. ... Reuben Thorpe purchased one hundred and fifty acres of the Askins tract for £100. ... Reuben Thorpe formerly had a public-house, and carried on a distillery in the days when the old Turkey Foot road was one of the lines of travel from Somerset to Uniontown.*" In the same chapter, page 777 states: "*The Turkey Foot Road, the oldest thoroughfare in the township, was opened about 1803 as a highway between Uniontown and Somerset.*" The location of the Harvey Morris farm is identified on the Stewart Township map from the 1872 "**Atlas of the County of Fayette and the State of Pennsylvania**" ([Figure 0984](#)). A Thorp is living nearby. As a rough estimate, the Harvey Morris farm was located in the general vicinity of Latitude 39.83385°, Longitude -79.527605° on the present-day Farmington-Ohiopyle Road.

The Turkeyfoot Road near Uniontown

A dead end road named the "*Turkeyfoot Road*" is located on the eastern side of Uniontown, in the vicinity of Lemont Furnace. The western portion of this road appears to be an earlier alignment of the Coolspring-Jumonville Road. The western end merges with the Coolspring-Jumonville Road at Latitude 39.904267°, Longitude -79.673651° ([Figure 0913](#)), and the eastern end terminates at Latitude 39.904909°, Longitude -79.657316° on an Internet mapping service. In reality, the road continues past that point as a deeply sunken one-lane road up the mountain side, to an isolated residence, and beyond. [Figure 0914](#) shows the location where the blacktop ends, and [Figure 0915](#) shows the steep ascent of the mountain before reaching the residence. [Figure 0976](#) is a 1959 aerial photo that has been marked up to identify the route and the location of the present-day residence.

Whether the Turkey Foot Road followed the steep route up the mountain, or took an easier route, is unknown.

Early maps that show roads connecting Bedford to Uniontown

The 1791 map of Pennsylvania by Adlum and Wallis ([Figure 0798](#)) shows a path from Bedford to Berlin, and shows roads from Berlin to Turkeyfoot and Uniontown. The route to Uniontown does not seem to be the one Ellis describes, because it crosses the Youghiogheny River well north of the present-day site of Confluence. The 1796 Reid map of Pennsylvania ([Figure 0298](#)) shows a road from Bedford to Berlin that continues on to cross Laurel Hill and Indian Creek, but it is not shown as connecting to Uniontown. Thaddeus Mason Harris' 1805 map ([Figure 0692](#)) shows a route from Bedford as continuing on to Uniontown⁷⁴⁷ via Berlin and Connellsville (Berlin and Somerset are transposed). This is clearly not the route Ellis describes. The 1829 Young and Finley map of Pennsylvania ([Figure 0088](#)) shows a road from Somerset to Uniontown via Turkeyfoot. Whether the road from Somerset or the road from Berlin is the route referred to as Smith's Road has not been determined, but it may have crossed the Youghiogheny River at Sloan's ford. The 1818 Melish-Whiteside map of Somerset County ([Figure 0454](#)) also shows a road from Somerset to Turkeyfoot. The 1827 "**Darby's Universal Gazetteer**" refers to the road through Berlin as the "*southern road from Bedford to Uniontown*". By the time of these various maps, the main route already deviated from Burd's road to at least some extent. For example, as detailed in Chapter 37, a long section of Burd's road was located on the north side of the Raystown Branch, but the Glade Road ran along the south side.

Wallace's map of the Glades Path

In Wallace's 1965 book "**Indian Paths of Pennsylvania**", the map of the Glades Path illustrates an unnamed path from Turkeyfoot that passes through Berlin and connects with the Glades Path east of Berlin, just east of the beginning of the Raystown branch of the Juniata River. This seems to be the same route that is shown in red on the warrant map of Brothersvalley Township ([Figure 0822](#)), and shown west of Berlin on the 1791 Adlum and Wallis map ([Figure 0798](#)). The 1803 survey of Walter Hayle (Book B-12, Page 184, [Figure 0824](#)) refers to the route as the "*road from Berlin to Turkey foot*". The adjacent 1791 survey of Jacob Haysler (Book C-85, Page 86, [Figure 0823](#)) refers to the route as the "*Road from Berlin to Turkeyfoot*". The 1837 survey of William Funk (Book C-74, Page

⁷⁴⁷ John Ewing's June 28, 1784 journal entry describes Uniontown: "*At Beeson's Town we crossed Redstone Creek where ye water is brought through ye town to turn a saw mill. There are near 30 houses in this place which is made the County town of Fiatt.*" Samuel Vaughn's 1787 journal describes Uniontown as follows: "*To Union town, lately called Beaston. Borough town to Fayette county. Has a Court house Goal a Prisbetarian & Methodist Church & 120 houses mostly Log & built within 2 years, the land easy hills with some stone, soil good, having Red Stone Creek running through the town on which are grist mills.*" Thaddeus Harris' 1803 journal describes Uniontown as follows: "*Uniontown is the shire town of the County. It is a very pleasant and thriving place, situated near Redstone Creek, and principally built upon one straight street, the side walks of which are neatly paved with large flat stones. It contains about one hundred and twenty houses, many of them well built, and some quite handsome. The public buildings are a meeting-house, and a stone Gaol. There is a printing office in the town which issues a weekly news-paper. Several manufacturers are carried on in the place, and much business is done in the mercantile line to very great advantage. Though the town has been settled but fifteen years, it is, next to Pittsburg and Wheeling, the most flourishing town through which we passed on the western side of the mountain.*" Harris describes 1803 Bedford as follows: "*It is regularly laid out, and there are several houses on the main street built with bricks; even the others, which are of hewn logs, have a distinguishing neatness in their appearance. The Court House, Market House, and Record Office, are brick; the Gaol is built of stone. The inhabitants are supplied with water brought in pipes to a large reservoir in the middle of the town. On the northerly skirt of the town flows Rayston creek, a considerable branch of the Juniata.*"

63, [Figure 0826](#)) describes the route as the “*State Road*”. Unlike the 1755 Evans map, Wallace’s map illustrates the route as going around Kinton’s Knob, as Route 31 does today.

At the present-day Bedford county line, the 1795 Jacob Swartz “*Tavern Hill*” survey (Book C-223, Page 195, [Figure 0825](#)) refers to the route as “*the great Road leading from Bedford to Berlin*”. This portion of the route is included on [Figure 0822](#) as a red line, but the survey is not shown.

A 1793 act for the road from Prather’s to Berlin

Volume 4 of the “**Laws of the Commonwealth of Pennsylvania**” includes an act passed April 11, 1793 that states:

That the following sums be respectively appropriated for viewing and laying out, on the most eligible ground, the following roads...for viewing and laying out a road from Prather’s, on the top of the Allegheny mountain, in Bedford county, to the west side of Chestnut Ridge, otherwise called Laurel Hill, through Berlin, and thence, as near may be, in a westerly course, three hundred dollars...

“*Prather’s*” is interpreted to be the Preator building that is shown on the 1792 Howell map ([Figure 0001](#)). The map shows that in 1792, the route followed the route of the Glades Pike on the south side of the Raystown Branch of the Juniata River, rather than following the long section of Burd’s road that was located on the north side of the branch.

The early papers of Pennsylvania mention an 1800 committee report on “*petitions from Fayette and Somerset cos., rel. to improving road from White Horse on Allegheny Mts. through Berlin, etc.*”

The road between the Glades and Turkeyfoot

A 1906 description of a road from Somerset to Turkeyfoot

Volume II, page 191 of the 1906 book “**History of Bedford and Somerset Counties...**” introduces a chapter on Somerset County roads, stating:

The earliest roads of any kind that crossed or penetrated into the region of country now known as Somerset county were Indian Trails. ... Several of these trails crossed the county from the east to the west, and there were others that branched off from these main trails to the north and south. Such a trail came from the Turkeyfoot as far north as the vicinity where Somerset now is, where it intersected a trail that passed eastward to the waters of the Juniata. This trail is marked on some of the ancient maps of the eighteenth century. ... These Indian trails were usually followed by the early Indian traders, and in time they became known as packer’s trails. Most of the early wagon roads as first laid out also followed these same trails more or less closely, because they were usually located over the most natural route.

On page 196 of the same book, a section about a “*Turkeyfoot road*” from Somerset to Turkeyfoot states:

A road was laid out in 1796 that went from Somerset through the Turkeyfoot region as far as the Maryland line. It passed a little to the east of Peter Ankeny’s house, just south of Somerset. This is presumed to be the Turkeyfoot road of the present day, although, like all the other older roads of the county, it may be more or less changed from its original lines, for all of them were from time to time straightened and changed here and there until, in some instances, it can only be said as they

now are they still run in the same general direction, and to all intents and purposes they are said to be the same road.

Whether this road is the first road that was actually laid out between the Somerset settlement and the Turkeyfoot, or whether it was the review and relocating of an older road, the writer cannot undertake to say. There must certainly have been some route for travel and intercourse between the two settlements that would antedate this first Turkeyfoot road of which we have any record. It may, however, for years have been nothing much better than a packer's trail or a bridle path. On Reading Howell's map of 1792, already referred to, there is an Indian trail marked that comes as far north as the Glades road, which it seems to strike a little to the east of where Somerset now is, which town is not marked on this map. This trail in time may have become a packer's trail or bridle path.

At one time, a road from Turkeyfoot did indeed “strike a little to the east of where Somerset now is.” Harry “Cork” Ringler, Junior found an 1829 plat of a proposed town “*Situate on the Turkeyfoot Road, about two miles and a half Eastward of the Town of Somerset Pennsylvania*” ([Figure 0973](#)). The described location seems to put this “Turkeyfoot Road” somewhere in the vicinity of the Route 31 overpass over new Route 219 (Latitude 40.001977°, Longitude -79.03609°). The warrant survey map of Somerset Township ([Figure 0974](#)) shows a road intersection about 2.5 miles east of the town of Somerset, on the 1786 “Forks” survey of Jacob Barnhart (Survey Book A-12, Page 254). The “Forks” name evidently comes from the two road intersections located on Barnhart's property.

A road between the Glades and Turkeyfoot existed in 1775

The W.P.A. warrantee survey map of [Figure 0647](#) shows the course of the “Road to Turkeyfoot” through Upper Turkeyfoot Township, as determined from early property surveys. A comparison to a modern parcel map reveals that the route of the present day Turkeyfoot Trail Road is a reasonable match to the old Turkeyfoot Road across Nicholas Rittenhouse's 1775 survey (Survey Book C-176, Page 92, [Figure 0648](#)) and John Kilpatrick's 1796 survey (Book C-101, Page 218). Rittenhouse's 1775 survey describes his property as “*Situated on the new road from Turkey Foot to the Glades*”.

A wheelwright along the route

In March 2013, Pat Sherman wrote to Mr. Dietle about an ancestor named Jonathan Woodside. Woodside was a wheelwright who had property on the Casselman River approximately midway between Fort Hill and Casselman, as shown by [Figure 0647](#). His 1795 survey (Book D-8, Pages 149, 150, and 161) is near the old road to Turkeyfoot, and near the present-day “Turkeyfoot Trail Road” ([Figure 0906](#)). This proximity to the road would have provided an outlet for his services, which most likely extended to general wagon repair activities.

Wallace's description of a path from Somerset to Confluence

The “Turkeyfoot Path” chapter ([Appendix 0069](#))⁷⁴⁸ in Wallace's 1965 book “**Indian Paths of Pennsylvania**” has a section B titled “*Somerset to Confluence*”. That section states:

That there was an old path running from the vicinity of Somerset to Turkeyfoot is indicated on the Reading Howell map of Pennsylvania (1792). That it was probably an Indian path is suggested by

⁷⁴⁸ Material from Chapter 115 of Wallace's book is incorporated in this book by written permission from the Pennsylvania Historical and Museum Commission.

the fact that, as early as 1773 and 1774, certain tracts of land along the way were described on warrantee surveys as on “the Old Turkey Foot Path”.

Howell’s map shows the path as leaving the Glades Road in the vicinity of the Stony Creek Glades (a little east of Somerset) and, after crossing Middle Creek, running parallel with, but a distance from, Laurel Hill Creek. That corresponds with the location of the modern road, Pa. 53, and also with several warrantee surveys of tracts “on the path that leads from the Glades to Turkeyfoot.”

The 1792 Reading Howell map Wallace references is included as [Figure 0001](#). [Figure 0139](#) is a 1776 survey (Book A-36, Page 127) mentioned by Wallace that references the “Old Turkey foot Path”. The map that accompanies Wallace’s “Turkeyfoot Path” chapter ([Appendix 0069](#)) illustrates the route as passing through New Centerville, and as being much closer to the Casselman River than to Laurel Hill Creek.

An 1859 reference to the ‘Turkey Foot turnpike’ in Milford Township

Page 212 of the 1859 book “**The Iron Manufacturer’s Guide**” gives a description of a road to Turkeyfoot in Milford Township, Somerset County as follows:

456. Felson’s Forge, on the south side of Castlemann’s river, Milford township, on the line of the Turkey Foot turnpike, eight miles above the Turkey Foot, and fifteen miles south of Somerset, in Somerset county Pennsylvania, was going about 35 years ago. It hauled its pig metal across the Alleghany mountains from Bedford county.

A forge that matches these mileage statements is illustrated on the 1830 Melish map ([Figure 0784](#)), near Philson’s mill, at Markleton. By comparing the 1830 map to a 1921 topographical map ([Figure 0802](#)), one can deduce that the present-day Forge Road is named for that forge. According to Swank’s 1878 book “**Introduction to a history of ironmaking and coal mining in Pennsylvania**”:

About the year 1810 Robert Philson erected forge and furnace on Casselman’s river, in Turkeyfoot township. The ore was mined in the immediate vicinity. The enterprise was a bad investment, operations ceasing in three or four years.

[Figure 0459](#) is the 1775 survey of Aquila White⁷⁴⁹ (Book D-8, Page 216) that is referenced by Wallace This survey proves there was a path in what became Milford Township that was known as the “old path leading to Turkeyfoot”. The word “old” could refer specifically to the age of the path, or it could mean that the survey was on a path that had already been replaced. The survey was certified in 1801, and the “old path leading to Turkeyfoot” seems to be an 1801 description, because the paragraph mentions Somerset County, which did not exist in 1775.

Eber Cockley’s notes indicate that Deed Book 4, Page 553 records an 1808 sale of a Milford Township property that was located on the west side of Scrub Glade Creek and straddling the Turkey Foot Path. The property was sold by **John Pringey** and his wife Abigail. Samuel Rodgers had a 346-acre tract called “Birds Nest” that was “*Situated on the West side of the Scrub Glade Creek and on both sides of the Old Turkey foot Path in Turkey foot Township Bedford County and Surveyed the 23^d day of September 1776...*” (Book A-36, Page 127, [Figure 0139](#)). James McCulloch had a 103-and-one-half-acre survey “*Situate on the second large run below the Mouth of Middle Creek on the North side of the little Crossings in Somerset formerly Bedford County and Surveyed the 10th day of*

⁷⁴⁹ According to Volume II, page 239 of the 1906 book “**History of Bedford and Somerset Counties...**”, Aquilla White served as a corporal in the Revolutionary War.

March 1793...” (Book C-138, Page 274). The McCulloch survey illustrates the road. The warrant book of Bedford County lists the January 28, 1775 survey of Ularie Myng as being “*On Turkeyfoot Rd.*” (Survey Book C-112, Page 281).

An early church along the Turkey Foot Road, south of New Centerville

Volume 4 of the 1886 “**The Disciple**” magazine describes an early church along the Turkey Foot Road, south of New Centerville:

The first church established by Mr. Forward was about four miles south-east of New Centerville...and known as Turkey-Foot, or Spruce Creek. This was in the fall of 1831, or possibly not until the spring of 1832. ... They met for awhile in a shabby log meeting-house on the Turkey-Foot road. Afterwards they built a log meeting-house, which is now occupied by the German Baptists (Dunkards).

An 1890 article about the Turkey Foot Road to Somerset

The June 21, 1890 “**Pittsburgh Dispatch**” has an article that describes the Turkey Foot Road to Somerset:

After spending a day or two at Somerfield, where everything was so pleasant and homelike that we were loth (sic) to say goodbye, we started one morning about 8 o'clock for Somerset, which is the county seat of Somerset County. We drove along the national pike to Addison, passed the old-fashioned toll-gate, with its notices as to payments of toll, and its requirements and restrictions, more numerous than the moral law, and then struck off to the north, along the Turkey Foot road, passing through Glade and one or two other small villages, had our dinner at the town of Centerville, and proceeded to Somerset, which we reached about 6 o'clock in the evening.

Turkey Foot Street in Somerset

The 1881 Sanborn map⁷⁵⁰ of the town of Somerset gives the name of the street running past the Courthouse and the Glades House as “*Turkey Foot Street*”. This street is referred to as “*Main Cross Street*” on the 1876 Beers map of the town, and is presently known as Center Avenue.

Ellis claims that Smith's road was completed to Uniontown via Turkeyfoot

Page 248 of Ellis' 1882 book “**History of Fayette County, Pennsylvania...**” claims that Smith's road was completed to Uniontown via Turkeyfoot:

A road which was of considerable importance in early years was that known as the “Turkey Foot road,” or “Smith's road,” running from Shippensburg to Uniontown. The east part of this road was being constructed by Col. James Burd during Gen. Braddock's march to the Monongahela in 1755. It passed from Shippensburg through Raystown (Bedford) west, and was intended to pass by Turkey Foot and join Braddock's road in what is now Fayette County, for the purpose of facilitating the transportation of supplies to the army. It had been opened at great labor and expense to the top of the Allegheny Mountains, eighteen miles east of Turkey Foot, when the cowardly Pennsylvania Dutch wagoners came flying back from Braddock's field with the fearful tidings of the great disaster, and thereupon the construction parties engaged in building the road joined in the flight, and the work was abandoned. Nothing more was done until after 1760, when its construction was resumed and the road completed to Turkey foot, and was afterwards extended

⁷⁵⁰ Available at the library of the Somerset Historical Center.

by a route passing a little south of Sugar-Loaf Mountain and by Dunbar's camp to Uniontown. From there it was opened to Jackson's or Grace Church, from which place it was identical with the old Brownsville road.

The statement “a little south of Sugar-Loaf Mountain” correlates to the “*crossing of the Turkey Foot road over a branch of Meadow run*” statement in the 1836 “**First Annual Report of the State Geologist**”, quoted above. Meadow Run (now called Laurel Run) is located just south of Sugar Loaf Knob; see [Figure 0820](#). The present-day Sugar Loaf Road runs a little north of Sugar Loaf Knob.

J. Percy Hart's 1904 book “**Hart's history and directory of the three towns, Brownsville, Bridgeport, West Brownsville**” also indicates that Burd's Road was known as the Turkey Foot Road ([Appendix 0023](#)). It states:

Another road of considerable importance in the early history of Fayette County and this section of the country was what was known as the “Turkey Foot Road” or Smith's road leading from Shippensburg to Uniontown. The east part of this road was in course of construction under the supervision of Col. James Burd when Braddock made his march to the Monongahela river but when the wagoners who ran away at the battle of the Monongahala, reached the top of the Alleghenies to which point the road had been finished, bearing the news of Braddock's defeat, those who were at work on the road, joined in the flight and that was the end of the work on the road for the time being. It was not until 1760 that the road was finished to Uniontown via Sugar Loaf mountain and Dunbar's Camp.

James M. Callahan's 1926 book “**History of the making of Morgantown, West Virginia**” also indicates that Smith's Road was called the Turkey Foot Road. It seems probable that Hart, Callahan, and Hulbert were influenced by Ellis' 1882 book.

The description by Veech, Ellis, and Hart relating to Burd's abandoned road being continued to Uniontown via Turkeyfoot after 1760 seems plausible. It is not clear if they were referring to a route that passed through Somerset or Berlin.

Paul A. W. Wallace's belief, expressed on page 399 of his 1958 book “**The Travels of John Heckewelder in Frontier America**”, is that Burd's road followed the southern fork from Bonnet's tavern, and proceeded via the Glades. In parentheses he clarifies that his reference to the Glades means Berlin and its environs. H. Austin Cooper expresses the same belief on page 180 of his 1962 book “**Two Centuries of Brothersvalley**”.

A statement that routes through Somerset and Berlin merged

According to an article by Kenneth Sanner in the May 1964 issue of the “**Laurel Messenger**”, some version of the routes from Somerset and Berlin merged:

The old double span covered bridge across the Castleman River at Casselman was on the main road from Meyersdale to Turkeyfoot. This road merged with the original Berlin to Turkeyfoot trail and the original Somerset to Turkeyfoot trail about midway between Casselman and Kingwood and headed directly south to Paddytown. The original bridge at Casselman was washed away in the 1869 flood and a new 160 foot double span structure replaced it...